

WILL ARRAIGN GILLESPIE BEFORE SENATE

FINAL
EDITION

The

Evening

World.

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EDITION

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WEATHER—Cloudy to night and Sunday; colder.

VERDUN UNDER ATTACK AT FOUR POINTS; KAISER SEES FORT TAKEN BY STORM

TOWNS GOT HIS \$5,000 FEE FROM INTERBOROUGH AFTER GAYNOR SWUNG TO CONTRACT

Lawyer Says He Worked From 1909 to 1910—Was Paid in 1912.

GILLESPIE IS DEFIANT.

Won't Give Up Books That May Show "Slush Fund" and Is Ordered Before Senate.

Thomas H. Gillespie, the son of T. A. Gillespie, the contractor who built the third tracks on the "L" on a 5 per cent. profit basis, is to be arraigned before the bar of the Senate in Albany next week and charged with contempt. This course was decided on this afternoon after Mr. Gillespie had refused to surrender to the Thompson. Legislative Committee records which will show what became of the \$50,000 which the Gillespie concern has sent to Pittsburgh in the past two years.

The yellow dog fund is supposed to be hidden away in this \$50,000. When Mr. Gillespie was asked for the records to-day he refused to submit them to the committee's accountant for examination, saying "acted by advice of counsel." After the committee had adjourned until next Wednesday, Chairman Thompson, Councilman Frank Moss and Assistant District Attorney Leslie Tompkins met to consider the case of Mr. Gillespie. Refusal to deliver papers or records demanded by a legislative committee is an offense against the Penal Code. But, inasmuch as recourse to the Penal Code would involve much time and prevent Mr. Gillespie with all sorts of grounds for delay, it was decided to let the Senate deal with him. The Senate has power to commit Mr. Gillespie to jail forthwith if it is shown that he is in contempt of that body.

The District Attorney has promised to do all in his power to further the work of the committee in getting at the truth, and it is reported that he will call a Special Grand Jury to make an investigation of the money.

(Continued on Second Page.)

COMMISSION'S DOCTOR TO EXAMINE WILLARD

To Make Sure Public Won't Be Fooled, Says Wenck—All Contracts to Be Passed Upon.

On behalf of the State Boxing Commission, Chairman Frederick A. Wenck to-day sent word to Joe Willard that he would have to submit to a physical examination to-day at the hands of Dr. Joseph M. Greener, supervising physician of the commission.

Chairman Wenck said that the commission wished to be satisfied that the public was not being in any way fooled, and that the champion's weight and condition were of vital interest to the boxing commissioners. In addition, Chairman Wenck caused to be summoned for Monday, Tex Rickard, the promoter, Willard and members of the show corporation in order that all contracts and agreements may be seen by the commission. It is insisted by the chairman that all arrangements for the fight be consummated only after they have been passed on by the commission.

ENGINE RUNS WILD AND HEAD-ON CRASH INJURES 6; 2 DYING

Driver Tossed Out by Bump From Freight, Locomotive Races Onto Next Track.

SMASHES INTO ANOTHER.

Fireman Ignorant of Trouble Until He Is Hurl'd Down Embankment.

Two railroad men were injured and one had a miraculous escape from death in a series of remarkable accidents involving three locomotives in the yards of the Lehigh Valley Railroad in Jersey City early to-day. The injured are Charles Getter, engineer of locomotive No. 725; William Bedford, his fireman; William Trainor, flagman; Arthur Koons, brakeman; William Caldwell, conductor, and John Kugler, engineer of locomotive No. 1666.

Getter and Bedford are believed to be fatally hurt, and Trainor's injuries are serious. These three are in Jersey City Hospital. The others were carried for at the offices of the company.

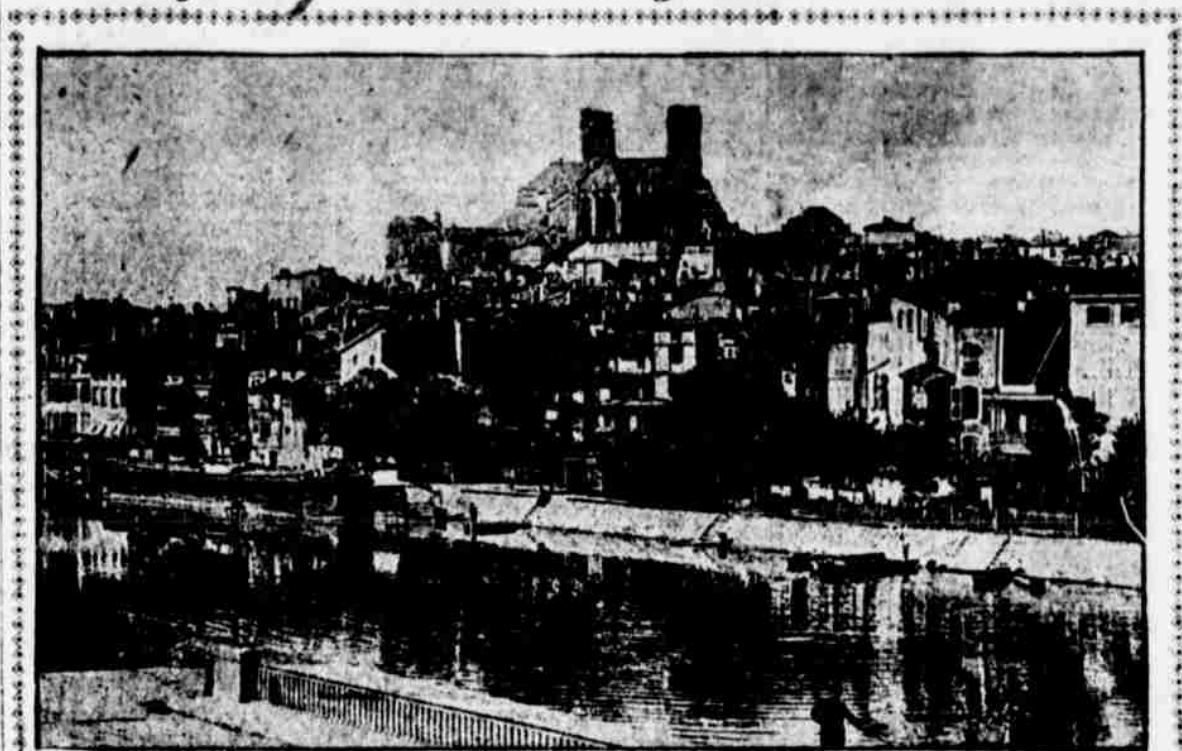
Locomotive No. 1666 was backing into the Lehigh Valley yards at 3:30 o'clock this morning to pick up a train. Engineer Kugler was leaning far out of his window on the right side of the cab and his fireman, John Bedford, was leaning out on the left side.

At Town Square, on the shore of Newark Bay, a Pennsylvania track runs close beside the tracks of the Lehigh Valley. Kugler says that just as the front of his locomotive reached the point where the tracks are nearest together a big Pennsylvania Railroad freight engine of the "hood" type "side-wheeled" his boiler head. The shock, he said, threw him out the window and he landed, stunned, between the tracks.

Berbert, who knew that Kugler had received some orders a few minutes before but did not know what they were, didn't miss the engineer. When Kugler was jarred out of the cab he pulled the throttle wide open. Rapidly No. 1666 picked up speed, rushing eastward into the yards. The fireman, thinking the engineer knew what he was doing, kept his lookout. He did not even look across the cab when the 1666 took a wild swoop at a switch and ran onto the westbound track.

On this track, speeding along at twenty-five miles an hour, was locomotive No. 725, hauling one car and a caboose and bound west for the main line. The engineer, fireman, conductor, flagman and brakeman were all in the cab of the engine. No. 1666, backing up at about thirty-five miles an hour with no rear lights showing, was not seen by the men on No. 725 until it was almost on them. Berbert had seen the approaching headlight, but supposed until too late that it was on another track. The two engines ran together with a crash that was heard for a mile around.

View of the Great French Fortress City of Verdun, Objective of Drive Led by German Crown Prince



Nearly a score of forts form the outer defenses of the city. It was captured by the Germans in 1870 after a Verdun since September, 1914.

"ARMED SHIP" DEFINITION SOUGHT BY U. S. AND GERMANY

Lansing Hears of Proposal Bearing on Rights of Americans in Sea Travel.

WASHINGTON, Feb. 26.—The United States Secretary Lansing indicated to-day, may discuss the question of what property may be regarded as armament on a merchant ship, if the question is raised.

Confidential advice from Berlin have forecast a proposal for such a discussion by Germany which contends that armament permitted under international law as defensive had become offensive with the advent of the submarine.

Until the question is raised Mr. Lansing regards it as premature to announce the position of the State Department.

One of the entente allies, to which Secretary Lansing suggested disarmament of merchant ships, replied to-day.

Although Secretary Lansing declined to tell the name of the replying power, it was learned that it was Italy and that the reply was argumentative rather than conclusive. It was pointed out that Italian liners give pledges not to use their armament, except for defense, when clearing from American ports.

ITALIAN TROOPS EVACUATE DURAZZO

Rome Admits That King's Forces Have Been Forced Out of Albanian Port.

ROME, Feb. 26 (via Paris).—The report that Durazzo, an Albanian port on the Adriatic Sea, had been evacuated by the Italian troops is confirmed.

An official statement says: "The Italian brigade at Durazzo has been withdrawn and has embarked, the Albanian Government having left the place. The withdrawal of the Serbian, Montenegrin and Albanian troops from Albania has been completed."

DU PONT CO.'S PROFIT FOR 1915 \$55,500,000

Financial Statement Shows Increase of \$51,000,000 Over Gains of Previous Year.

The enormous profits in war for munition manufacturers were shown in the financial report of the du Pont Powder Company for 1915, published to-day.

After deducting all expenses and fixed charges of every kind the surplus available for dividends on common stock was \$55,500,000, an increase of \$51,000,000 over the financial results of the previous year.

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FRENCH ARMY DRIVEN BACK ON THE VERDUN-METZ ROAD, BERLIN OFFICIALLY REPORTS

Capture of Fort de Douaumont Claimed by Germans, but Paris War Office Says Effort Failed "Notwithstanding Repeated Attacks and Tremendous Slaughter."

FRENCH MAKE GAINS ON CHAMPAGNE FRONT

BERLIN (via London), Feb. 26.—The following official announcement was made to-day at the German army headquarters:

"The armored Fort de Douaumont, the northeastern corner pillar of the permanent main line fortifications of the stronghold of Verdun, was stormed yesterday afternoon by the Twenty-fourth Regiment of Brandenburg Infantry and is now firmly in German hands."

[The Douaumont is one of the eleven forts which constitute the outer defenses of Verdun on the east side of the Meuse River. There are seven similar forts on the west side of the river. Fort de Douaumont is about six miles northeast of Verdun and the farthest away in that direction.]

[Its capture is the first break in the line of Verdun forts and indicates that the French have been driven from the strongly fortified heights protecting Verdun from the north and are being forced back upon the city itself.]

A later official statement to-day says considerable advances have been made east of the Meuse in the region north of Verdun, in the presence of Emperor William.

The War Office also announced the capture of the hills southwest of the village of Louvemont and the fortified positions to the east thereof.

Resistance of the French broke down on the Woivre Plain along the entire front to Marphoville (Marcheville-en-Woivre), south of the high road from Paris to Metz. "We are pursuing the retreating enemy," the statement says.

[The high road from Paris to Metz referred to runs through Verdun, passing slightly to the southeast. It is crossed at a point about fifteen miles east of Verdun by the German line, bending southward in the salient to St. Mihiel. It is along this front that the Germans are now attacking, as distinct from the sector to the north of Verdun, over which the first onslaught was made. Verdun is thus being assailed simultaneously from the north, northeast, east and southeast.]

The town referred to in the German statement as marking the southern end of the portion of the French front which has been broken is probably Marcheville-en-Woivre. This town is just south of the Paris-Metz highway. It is thirteen miles east of Verdun and the same distance below Douaumont.]

The French forces in the Champagne have made an attack on the German positions south of St. Marie-a-Py. The Berlin War Office statement to-day says the French penetrated the first German trenches over a distance of about 250 yards.

It was announced by the German War Office to-day that the report of the capture of the village of Champneuve, in the Verdun sector, reported yesterday, was based on erroneous information.

German Papers Give Warning Not to Expect Too Much at Verdun

ZURICH (via London), Feb. 26.—German newspapers received here admit that heavy losses are being sustained in the Verdun offensive and warn the public against extravagant hopes.

The Frankfurter Zeitung declares that the German regiments are "fighting in a sea of fire."

French Admit Further Losses; Fail to Mention Fall of Big Fort

PARIS, Feb. 26.—The Germans are continuing their violent attacks north of Verdun without regard to their sacrifices. The War Office announced this afternoon that the German attacks in the region of Douaumont, east of the Meuse, had failed, notwithstanding repeated attacks and tremendous slaughter.

The French official report carries no confirmation of the German report of the capture of Douaumont. At the same time the statement that the French have taken up new positions indicates that the French